

CLASSIFICATION CONFIDENTIAL

COUNTRY Czechoslovakia REPORT 25X1

TOPIC Prerov Airfield 25X1

EVALUATION PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED DATE PREPARED 14 April 1955 25X1

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

 This is UNEVALUATED 25X1

 Information

1. 4, no boundary was observed around Prerov (49 25 N / 17 26 E). The concrete strips were surrounded by which the farmers did cultivation . The field was about 2.5 km long and 1.5 km wide. It was bordered to the south by a wood of deciduous trees . Cherry trees which were formerly along the Prerov-Bochor (49 25 N / 17 26 E) road had been cut some years before. A flight obstacle in the vicinity of the field was the high-tension suspended from masts 15 to 20 meters high. This transformer on edge (17 25 E) toward the regulating west of Lovesice, south between Lovesice. The aircraft at over the line at an altitude of about 200 meters.
2. The road formerly leading from Bochor toward the northwest, approximately to the eastern corner of the field and from there to the northeast, was no longer in existence. The ditch from the northeastern corner of the wood toward the northeast to Prerov was almost entirely leveled. The plants which had formerly grown along the ditch which had formerly extended from Quellengrund toward the northeast and, at the the eastnortheast had also been filled and leveled. asphalt approach roads which were in very good . road, along the eastern edge of the wood road, with a branch road to the northern buildings and the installations at the field. The trees along these roads were cut. No spur track was available.
3. The airfield was a military installation on which improvement work

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was still being done in May 1954. Two hangars in the northern section of the field which had been demolished by the Germans in 1945 were reconstructed in 1949. At the same time, construction work was done on new installations on the northern edge of the wood south of the field. In May 1954, large heaps of sand and piles of bricks were still observed on the edge of the wood where intensive construction activity was under way. Local residents stated that underground installations were under construction. ²

4. The airfield administration was quartered in buildings in the northern section of the field. Vymslov estate was run by the military administration. Prior to 1953, only hay and straw were stored in the sheds of the estate.
5. No particular runways were observed at the field, but a concrete area consisting of individual concrete slabs, each about 5 x 6 meters, was located on the northern edge of the field. The concrete area extended straight toward the southeast to the dispersal area at the eastern corner of the field. This concrete lane did not extend to the northeast. At the edge of the concrete area it was determined that the concrete cover was about 25 cm thick. The joints between the slabs were filled with concrete. A drainage system had been constructed at the field after WWII. The soil was sandy clay up to a depth of 1 meter and sandy below that depth. The field was serviceable even after heavy rains because it dried quickly. No taxiways or revetments were seen. ³
6. Two hangars, each about 250 meters long, 25 to 30 meters wide, and 20 meters high, were located in the northern section of the field. Each hangar had 3 large sliding doors facing the field. The western part of the hangars housed small rooms, workshops, in which soldiers were seen working on lathes. Some wooden barracks were located between the road and the hangars. One barracks housed the office of an administrative officer while another barracks housed soldiers. ⁴ Two brick buildings were located in the southern section of the field and slightly east of this section. A searchlight which was repeatedly in operation at night was located near these buildings. It could be seen from the field. A new one-story building could be seen through the trees along the southern edge of the wood. Construction work along the edge of the wood still continued in May 1954. ⁶
7. A fence existed only on the right and left side of the road which extended to the buildings in the northern section of the field. This road was blocked by a barrier. Another barrier was seen across the road to Bochor at the eastern corner of the wood. Sentries were posted at the two barriers.
8. An AA battery with 8 guns, camouflaged by tarpaulins and nets, was observed in an emplacement, 100 meters square, about 50

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meters south of triangulation point 298 "Svedske Sance". Concrete shelter trenches were also located in the emplacement. Quarters for the operating personnel were [REDACTED]. A new narrow road was built from [REDACTED] to the AA gun emplacement. Local residents stated that the artillery pieces were 80-mm guns. 7

9. In 1952, the first jet aircraft, allegedly 7 Soviet jet planes, conducted air activity at the field. On one [REDACTED] single-jet aircraft with swept-back wings [REDACTED] elevator and rudder assemblies were counted [REDACTED] aircraft practiced flying almost every day [REDACTED] and afternoon in favorable weather. They had black numbers on [REDACTED] fuselages. No attention was paid to their nationality markings. Approximately one [REDACTED] month, the sound of engines was heard in Lovesice. [REDACTED] residents stated that the sound was produced by a large [REDACTED] which would take off before dawn. Gliders were repeatedly observed aloft but their take-off was not seen. No information was available concerning parachute jumps over the field.
10. Sometime around August 1953, some civilians and an officer started surveying work in a garden north of the church of Lovesice. The officer repeated several times that a length of 28 meters was required. Thereupon, 2 wooden masts about 20 meters high and 28 meters apart were placed on the ground. The masts were braced by guy wires. Four white wires, about 5 mm in diameter, were strung between the masts. Iron hooks were suspended from the wires. Subsequently, workers brought several large crates and unpacked 2 wire nettings in a nearby shed. Conversion work was done in the interior of a neighboring house where 2 large windows were built on the first floor. A line with white insulators extended under these windows. A cable was laid in a [REDACTED] house to the square in the middle [REDACTED] that similar stations would be [REDACTED] 2 N / 1703 E) near Prostějov and [REDACTED] near Olomouc. 9
In April 1954, a cable was suspended [REDACTED] near Lovesice across the adjacent field to a newly built transformer house. Workers said that the cable could carry 24,000 Volts. Upon completion of work, SNB personnel wearing civilian clothes allegedly moved into the house and were exchanged every 14 days.

1. [REDACTED] Comment. The information on the location of Prerov airfield was previously confirmed. 25X1
2. [REDACTED] Comment. This information was received previously.
3. [REDACTED] Comment. These statements contradict all previous reports, according to which there was a NE-SW runway, 200 meters long, which could be extended to 2,500 meters. A taxiway extended northwest to the hangers and southeast to the dispersal areas. 25X1

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4. ☐ Comment. This information is correct. 25X1
5. ☐ Comment. This information which is received for the first time is believed to be possible.
6. ☐ Comment. This information has been confirmed previously. 25X1
7. ☐ Comment. Triangulation point 298 is located 5 km east of the airfield. The AA gun emplacement is reported for the first time.
8. ☐ Comment. This information was confirmed. It is believed that the airfield is occupied by a Czech fighter regiment equipped with MiG-15s. 25X1
9. ☐ Comment. The description does not indicate radar but it is presumed that an antenna was erected. 25X1

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